

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,
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AMUSEMENTS THIS EVENING.

WALLACE'S THEATRE, Broadway, and Thirteenth
street.—DAVID GARRICK.BROTH'S THEATRE, Twenty-third street, corner Sixth
avenue.—DADDY O'DOWD.GERMANIA THEATRE, Fourteenth street, near Third
avenue.—MARIAN.BOWERY THEATRE, Bowery.—JACK HARKAWAY—
LOVERS IN THE CONGER.THEATRE COMIQUE, No. 514 Broadway.—DRAMA,
BURLESQUE AND OILS.NEW FIFTH AVENUE THEATRE, 725 and 730 Broad-
way.—ALICE.WOOD'S MUSEUM, Broadway, corner Thirtieth st.—
MUSIC, ART, ANTIQUITIES AND ETC.ATHENS, No. 126 Broadway.—GRAND VARIETY EN-
TERTAINMENT.NIELSON'S GARDEN, Broadway, between Prince and
Houston streets.—THE SCOUTS OF THE FAIRIES.LYMPIC THEATRE, Broadway, between Houston
and Beekman streets.—HURRY DUFFY.UNION SQUARE THEATRE, Union square, between
Broadway and Fourth st.—COTTON JACK.BROOKLYN ACADEMY OF MUSIC, Montague st.—
BOLSHOI SHCHIK, &c.BRYANT'S OPERA HOUSE, Twenty-third st., corner
5th st.—BOLSHOI SHCHIK, &c.TONY PASTOR'S OPERA HOUSE, No. 201 Bowery.—
VALENTINE ENTERTAINMENT.STRAW HALL, Fourteenth street.—GRAND CON-
CERT.BARNUM'S GREAT SHOW.—Now open, Afternoon and
Night, 3rd, 4th and 5th streets.LINT'S CIRCUS, MUSEUM AND MENAGERIE, Fourth
st. and 25th st.—Afternoon and Evening.ASSOCIATION HALL, 23d street and 4th st.—LECTURE,
"THE SOUTHERN LIFE AND SCENERY."

QUADRUPLE SHEET.

New York, Thursday, April 3, 1873.

THE NEWS OF YESTERDAY.

To-Day's Contents of the Herald.

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THE AWFUL ROLL OF DEATH! 600 LIVES
LOST! 418 RESCUED! 100 OF THE DEAD
FOUND! GRAPHIC DETAILS OF THE AWFUL
SCENES BEFORE AND AFTER THE
VESSEL SUNK—FIFTH, NINTH AND TWELFTH
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LOWED! A MOURNING METROPOLIS!
THE AWFUL DISASTER AS VIEWED BY THE
PUBLIC, THE WHITE STAR OFFICERS,
OFFICERS OF OTHER LINES AND SEA-
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AMERICAN UNIVERSITY OARSMEN—ART
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ATED WITH CANADA! FEATURES OF
THE SCHEME! FINANCE AND THE FISH-
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STOCKS FLUCTUATING! THE TREASURY
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MARKABLE ROBBERY ON THE PACIFIC
COAST—CORRECTING HARBOR ABUSES—
NEW YORK EAST CONFERENCE—THIR-
TEENTH PAGE.EXTENSIVE REAL ESTATE TRANSFERS—
MONTHLY REPORT OF THE BUREAU OF
STATISTICS—ELEVENTH PAGE.CITY AND COUNTRY FINANCES! THE MONTHLY
EXHIBIT—MEETINGS OF THE OLD AND
NEW EDUCATIONAL BOARDS—TENTH PAGE.THE MERCHANTS who are beseeching the
Secretary of the Treasury to issue more paper
money should look to a remedy for their relief
which is nearer home. Let them lay their
grievances before the District Attorney and
insist that he shall bring to justice the hun-
dreds of "shylocks" who are breaking the
usury laws so outrageously in Wall street every
day. This making so much ado about a tight
money market and doing nothing but implore
help from the Treasury make the merchants
ridiculous. Let them club together, hire a
detective to detect the usurers and lay the
evidence before the District Attorney.MICHAEL NIXON, THE CHATHAM SQUARE
HOMICIDE, was yesterday found guilty of mur-
der in the first degree. The hearing of evi-
dence began on Tuesday, and the testimony
did not diverge far from the actual facts of the
killing. After two hours' consultation the
jury returned a unanimous verdict. The
shooting of the poor carter, Charles M. Phyer,
was a brutal act, without anything palliative
in it, and the verdict will be accepted with
general acquiescence by the community. The
convicted man will be brought up for sentence
to-day. We hope to see swift justice done.

From the Wreck of the Atlantic!

Thrilling Details of the Dreadful Disaster.

With our special HERALD despatches we devote a large portion of our columns this morning to the thrilling details incidental to the wreck and total loss of the steamship Atlantic, from officers and passengers saved. We also give special passenger lists of the ship, telegraphed by the HERALD correspondent in London, including the saved and the lost, a list which will carry a life-long sorrow to thousands of anxious hearts on both sides of the sea, but which will also relieve many of their fears. Considering the rock-bound coast where this frightful disaster occurred, the heavy sea, the time, the suddenness of the shock and the swift destruction of the ship that followed, the special wonder is, not that so many as nearly six hundred of the thousand souls on board went down to death, but that so many as some four hundred and twenty-nine were rescued from the engulfing waves of that angry sea. Many, no doubt, were lost by being dashed against the rock between the ship and the island; but many that were lost would have been saved if time had been given them to awake from their dreams of security and to comprehend the dangers which enveloped them and their chances of escape.

From the statement of Captain Williams it appears that he had found it necessary to head for Halifax for coal, his supply on board being nearly exhausted; that at midnight on March 31 he judged the ship to be some forty-eight miles south of Sarnia; that he then left the deck and went into the chart room, leaving word about the lookout and to let him know if they saw anything, and to call him at three o'clock, as he intended then to put the ship's head southward and await daylight. His first intimation of the catastrophe was the striking of the ship hard and fast. The sea immediately swept away all the boats on the port side, when the officers proceeded to clear away the boats on the weather side; but before they could be cleared, only ten minutes having elapsed, the ship careened, and they became useless. The Captain then got the passengers that were on deck into the rigging, or to the forward part of the ship, which was highest, some of the officers, meantime, having established communication by means of ropes to the outlying rock, some forty yards distant, and by these lines, four in number, two hundred people passed. Between the rock and the neighboring island there was a space of water of a hundred yards to be passed, and a line over this passage was next established, whereby fifty persons passed over safely to the land, though many others were drowned in the attempt. By six o'clock the islanders came to the rescue with three large boats and took off all the passengers that remained on the side of the ship and the rock, landed them safely, when they were taken in charge and kindly cared for by a poor fisherman and his daughter. The Captain further reports the survivors from the wreck at four hundred and twenty-nine, drafted off to the various houses scattered about in that wild region, but during the day they were all carried off by steamers sent up from Halifax.

From the plain and convincing statement of Captain Williams we are satisfied that on the night of March 31 his precautions and instructions were well considered for the safety of his ship near a dangerous coast; that his conduct and that of his officers from the striking of the ship to the rescue of the last living passengers left on the vessel and the rock was that of brave, humane and heroic men; that the measures he adopted on shore for the immediate care of his rescued passengers and for their speedy transfer to Halifax were the best that could be adopted under the circumstances; and that Captain Williams and his assisting officers throughout exhibited the finest qualities of the seaman in their coolness, discipline and self-possession. But while we have columns of interesting facts and painful scenes and incidents connected with this appalling shipwreck we have no satisfactory explanation of the causes or the responsibility for this awful loss of human life.

The causes of this calamity may be charged to the peculiar construction of the steamer; her scant supply of coal for even an average trip; her approach in the night to the rock-bound coast upon which she was wrecked; the darkness and a heavy sea, and the awful mistake of the officer in immediate charge of the ship, in supposing the light intended to warn him from destruction to be the light inviting him to the safety of a friendly harbor. It has been the boast of the White Star line that their ships are built expressly to meet the three essential conditions of "safety, speed and comfort." It is also true that down to this dreadful misfortune these ships have been proved by thousands of passengers to be safe, speedy and comfortable. But a ship four hundred and twenty feet long and only forty feet in width, with a draught of twenty-three feet of water, and rising twenty odd feet above the water to her top deck, presents on a lee shore a most inviting broadside to the heavy breakers of a rough sea. To such a ship, in a situation like this, there is no escape from speedy destruction; for, against the millions of tons of rolling waves beating upon her side, all her "modern improvements" go for nothing. She must have sea room in running a dangerous coast or she is lost.

But she was short of coal and was heading for Halifax for a fresh supply. She should not, however, have been short of coal. And here, as we have already presented it, lies the great responsibility, together with a loss to the company, immediate and prospective, for which a hundred thousand tons of coal would probably not be an equivalent. With a supply of coal for two days more in her bunkers the steamship Atlantic, instead of lying to-day a shattered wreck among the rocks of the coast of Nova Scotia, would have been, no doubt, in New York harbor safe and sound, for we cannot suppose that anything but a disabled ship, with a good supply of coal for New York, would have induced Captain Williams to hug that perilous coast of Nova Scotia on such a night as the 31st of March in that quarter. The heavy responsibility for this great disaster, then, lies with the White Star Company, and their "penny wise pound foolish" policy of a short supply of coal at Liverpool on a close calculation that so much may be saved by just enough for Halifax.

But still the mistake of the officer in charge

of the ship at three o'clock on the morning of April 1, in supposing the Prospect Light to be that of Sarnia was the fatal mistake. On the 6th December, 1853, the steamship Humboldt, Captain Lines, from Havre, bound to this port, was wrecked some twelve miles below Halifax. The accident occurred in the morning, in a thick fog, the ship being in charge of a pilot at the time, and, having got short of coal, she was putting into Halifax for the needed supply. After striking, which was on a rock near Sarnia light, she was got off; but finally in a sinking condition was run into Portuguese Cove, some ten miles from Halifax, where she grounded in eighteen feet of water, with six feet of water in her hold. From this it appears that the approaches to Sarnia Light from the eastward, as well as the approaches to Prospect Light, threaten the coming ship with destruction among the rocks. We cannot avoid the conclusion that there was some mistake in the reckoning of Captain Williams at twelve o'clock on the night of March 31, or he would have given instructions to keep the ship's head rather seaward than landward till the morning, for of all things, from a rocky, treacherous and stormy coast on a dark night, a ship with twenty-three feet draught should be sure of her soundings and plenty of sea room. It is given out, however, that an immediate investigation is to be ordered to ascertain, as far as possible, the causes of and the responsibility for this heavy disaster. It may, therefore, be proper to withhold any positive judgment until we shall have the facts and the testimony from this official investigation; but meantime the fact that a short supply of coal took this ship from her true course to the rock on which she foundered, leads to the conclusion that the probable calculation by the Company of the difference in the cost between a ton of coal in England and a ton in Halifax fixes the responsibility first and heaviest upon the Company for the heavy sacrifice of life involved in the loss of one of their finest steamers.

The Charter Critics and the Politicians.

The critics are doing as much as the politicians to befog the real issues involved in the New York charter amendments now under consideration by the State Legislature. Some of them seem to suppose that the sole duty of the party now in power is to give the metropolis what they call a "non-partisan" government, or, in other words, to divide the various municipal departments equally between republicans and democrats, and they insist that this was the intention of the people who elected Governor Dix, Mayor Havemeyer and three-fourths of the Assemblymen last November. Others appear to believe that the whole city government must be started anew, and that the verdict of the election must be interpreted as meaning the wiping away of all the past, whether good or bad, and the entire remodelling of everything from beginning to end. Others, again, imagine that the city should be left just as it was before election, and that no change is required either in the laws or the persons who execute them. It is easy to single out the disinterested parties who entertain these several views. Their ideas of what the charter ought to be are controlled by their ideas of what they and their friends ought to receive under its provisions.

When the last election took place the Tammany Ring had been overthrown; but some of its allies and followers still remained in office and its rule in the city had been succeeded by a mixed and inharmonious government under which the public interests were seriously suffering. The people desired such a reform as would secure the removal of the last vestige of old Tammany from the municipal departments and give us an efficient, honest and harmonious administration instead of the irresponsible muddle then called a government. There were two ways of accomplishing this result; the one, by sweeping away all the present office-holders, giving us an entirely new charter, with the absolute unrestricted power of appointment and removal vested in the Mayor; the other, by amending the existing charter, keeping what was good and altering what was bad, and weeding out the departments, keeping efficient and honest officers in and turning dishonest or incompetent officers out. The former would have been the most direct, honorable and disinterested policy for the State Legislature to adopt. Mr. Havemeyer had been elected by the people as a trustworthy man, and would, no doubt, have filled the departments with persons of character and integrity. At all events the principle would have been sound and the responsibility would have been direct.

The large power unexpectedly gained by the republicans excited in the minds of the leaders of that organization the hope of being enabled to redeem the metropolis from the hands of the democracy by seizing upon the whole machinery and patronage of the city government as party spoils and using them as party capital. They determined to monopolize the offices, to appoint none but republicans to municipal positions, and thus to make New York, like Philadelphia, a republican city. Mayor Havemeyer refused to lend his aid to the scheme, because his associations were with the reformed democracy and he sympathized with the efforts of Green, Tilden and Kelly to rebuild the time-honored organization on a new basis of honesty and principle. He declared his intention to appoint democrats as well as republicans to city offices, requiring only the test of integrity and capacity. The republicans, believing that they had a perfect right to enjoy the fruits of the victory they had won, resolved to act without the Mayor and to take the offices in spite of his opposition. They argued that the responsibility for good government rested with them; that, inasmuch as a Legislature three-fourths republican must pass the new charter, they would be held accountable for its future working, no matter whether the law gave the appointing power to the Mayor or to any other authority, and they insisted upon their right to entrust the departments to the hands of their own political friends in preference to placing them in the hands of their political enemies. The people were careless who might enjoy the patronage, and would just as readily have seen the offices all filled with republicans as with democrats; but they did insist that the new charter should be based on sound principles and that the administration of the laws

should be placed in honest and capable hands.

After three months' wrangling between Custom House rings and Weed rings the Senate has agreed upon a charter which still fails to satisfy the critics and the politicians, and it begins to be evident that there is a settled secret purpose on the part of some republicans, as well as on the part of the democrats, to prevent the passage of any charter this session and to leave the government just as it was before the election. The State Legislature may or may not be a party to this intrigue. There is a universal feeling that honesty of purpose has as little to do with the legislation of 1873 as it had with the legislation of 1872. If this opinion does injustice to our present representatives they can readily remove the bad impression they have succeeded in creating. Let them now go to work and pass the charter as it is, giving the Mayor the appointing power, subject to confirmation by the Board of Aldermen, or let them sweep away all the old propositions and place the sole appointing power in the hands of the Mayor alone. They cannot afford to trifle with the patience of the people any longer, and unless the Assembly pursues one or other of these courses that patience will be exhausted.

PRESIDENT GRANT.

His Movements in the City Yesterday—Rumors of His Reasons for Coming—Mrs. President Grant and Miss Nelly Shopping—Rumors of an Approaching Presidential Marriage.

President Grant, after having arrived at the Fifth Avenue Hotel on Tuesday night, at half-past eleven o'clock, being delayed about two hours by the water on the tracks—retired soon to bed. In the party were Miss Nelly Grant, the daughter of the President; Mrs. Grant and General Babcock, his chief of suite.

They rose about eight o'clock yesterday morning and had breakfast in their private parlor, No. 64. The President then received a few calls. At ten o'clock Mrs. Grant took a carriage, with her daughter, Miss Nelly, and went shopping in Broadway. They were thus engaged for several hours, going from one store to another making purchases. The result of this expedition was the arrival in the evening at the hotel of several portentously large packages, which were taken up to parlor 64.

THE PRESIDENT'S FINANCIAL POLICY.

General Grant himself went out about eleven o'clock in company with General Babcock, and, taking a carriage, the two gentlemen drove down town. The President called at the Adams Express Company's offices in Broadway, and after transacting a little business on his own account, shown around the building by Mr. John Hoey, Jr., the son of the President of the company. After this little diversion the President went into Wall street a few moments and took lunch with a well-known banker and financier who is said to be very deep in the affairs of the government, and who finds his profit therein. While at lunch the conversation ran on the present state of the money market, and the financial gentleman expatiated at some length on the present ill-looking state of affairs, the tightness in money and the rise in gold. He spoke particularly of the report which had been circulated on the street the afternoon before that the President had been consulting with General Secretary of the Treasury, Judge Richardson, for several hours the day before in Washington, and how it was rumored that the result of the conference was a determination to let \$10,000,000 in greenbacks go on the street to make the money market easier. To this tirade on the state of the financial market the President listened calmly, while eating a mutton chop.

"My dear sir, if these good people want the money market to be any better, and money plentiful, why don't one million people put their hands in their pockets and each draw out a twenty-dollar bill? This would produce twenty millions of dollars, and it put upon the street would immediately make money very easy."

At lunch, when the President was asked if he meant in earnest? That is the question. But at all events shows little disposition on the part of the President to do anything to relieve the pressure which just at present is making Wall street a pandemonium, and some of our prominent merchants send bushel baskets of telegrams to the Secretary of the Treasury begging for some relief.

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RUMORS OF A COMING MARRIAGE.

The visit of the President was much commented on yesterday in the columns of the Fifth Avenue Hotel, and several gentlemen were explained that he had been at first thought that the reason of the visit was to see General Hillhouse and decide upon the issue of the \$10,000,000 in greenbacks. General Hillhouse, however, yesterday told a HERALD reporter that there was no truth in this, and that he had not seen the President. It was whispered last evening around the lobbies of the hotel that the real object of the visit was to make arrangements about the marriage of Miss Nelly Grant. One gentleman said that he knew all about it; that Miss Nelly was engaged to the son of Mr. Thomas Murphy, the late Collector of the Port of New York. Mr. Murphy's son, it is a young man of about twenty-three years of age, and a blonde. He has a gentlemanly, prepossessing appearance, and will be very richly endowed with money and property. His father's wealth is well known. Miss Nelly is a young lady of about nineteen years of age, and, while not particularly beautiful, pleasant, jaunty and generally very fashionable appearance. She looks on the present trip better than ever, and has already seen a good deal of the world. She is the daughter of a well-known and successful merchant. The report is that the intention of the two families is to have the marriage solemnized this Spring, and that immediately after the wedding the young couple will proceed to Europe on a bridal tour. It was even said that the purchases made yesterday were for the wedding presents of Miss Nelly Grant. Whether all this is true or not the HERALD does not vouch for, but it was the common talk last evening at and around the Fifth Avenue Hotel.

At five o'clock in the afternoon the family had again assembled together. They then proceeded to dress for dinner, and, accompanied by General Babcock, went to dine at Mr. Thomas Murphy's house, at the corner of Park avenue and forty-ninth street. There they remained until a late hour in the evening and spent a pleasant evening. It was a private party and not in any way a political gathering.

At half-past ten the President and family returned to the hotel. They remain in New York for two or three days to come.

SPAIN.

The Populace of the Capital in Menace to the Municipality—Cadiz in Corporate Opposition to the Cabinet.

TELEGRAM TO THE NEW YORK HERALD.

MADRID, April 2, 1873.

The population of Madrid manifest a hostile disposition towards the municipality of the city, and as the latter are determined not to resign, trouble is apprehended. The Municipal Hall is guarded by militia.

The municipality of Cadiz have demanded of the government the withdrawal of all troops from that city.

FRANCE.

TELEGRAM TO THE NEW YORK HERALD.

PARIS, April 2, 1873.

A telegram from Versailles reports that M. Grévy, in consequence of the extraordinary scene of yesterday, did not attend to-day's session of the National Assembly, and in his absence his resignation of the Presidency of that body was presented and read.

The Assembly at once re-elected M. Grévy by a vote of 349 against 231. It is believed that M. Grévy will refuse to again accept the position.

PRESIDENTIAL AND PARTY FACTION IN THE PARLIAMENTS CRISIS.

President Thiers, Count de Hémusat, Minister of Public Affairs, and M. Goulay, Minister of the Interior, called upon M. Grévy this evening and endeavored to persuade him to again assume the Presidency of the National Assembly.

M. Grévy, however, was firm in his determination to relinquish the office, and announced that he would not again accept the position.

The deputies of the Left called upon M. Grévy and congratulated him upon his firm attitude. It is believed that M. Grévy will accept the leadership of the party of the Left in the Assembly.

ATLANTIC.

THE LATEST DETAILS.

Fifty-four Additional Names of Persons Saved.

HALIFAX, April 2, 1873.

The following saved from the Atlantic were brought up in the steamer Lady Hood:—

Anderson, E.
Anderson, M.
Boren, Gustava.
Bartleson, A.
Blanton, Wm.
Baskful, James.
Blants, George.
Bentonsmussen, Mr.
Black, Thomas.
Black, George.
Coates, G.
Day, Henry.
Ermelsen, Euloph.
Goodall, Henry.
Gustave, John.
Hanterson, Peter.
Hargensen, Pierre.
Isaacson, O. A.
Ingilsson, S.
Jones, A.
Lepper, James.
Leiper, William.
Lee, Rudolph.
Lophain, William.
Merlo, M.
Melliey, Henry.
Miley, Albert.
Meyer, James.
Neilson, Olaf.
Neilson, W.
Parsons, Nell.
Penson, Martin.
Peters, John.
Pugh, Evan.
Parthenesssen, Olaf.
Peterson, E.
Rift, Thomas.
Ronack, James.
Redfon, Thomas.
Schuppal, William.
Svenson, Mr.
Svenson, O.
Svenson, E.
Svenson, U.
Thorne, Charles.
Tolsard, Daniel.
Tyonarizer, William.
Unson, Peter.
Ulston, J.
Wade, William.
Wade, William.
Warden, James.
Wensner, Charles.
Ward, B.

Another Statement by a Cabin Passenger.

Mr. Truman D. Markwald was interviewed by a Chronicle reporter. He says:—"I turned into my berth at nine o'clock on Monday night and was aroused by the shock of the ship striking. All the men in the cabin rushed upon deck to see what was wrong. I went into the saloon on deck. I observed by the clock that the time was twenty minutes past three. Rockets were being fired within fifteen minutes from the time the ship struck. She careened. The Captain, with his officers, behaved bravely. The cry was raised:—"Take to the rigging; it's your only chance." At daybreak a fisherman's boat came out and rescued a number of us and landed us on Meagher's Island. A handful of the people there warmly welcomed us. They gave us food and clothing and did all for us that they could. Edmund Ryan, a magistrate, Dennis Ryan and their wives were especially active in ministering to our wants.

There were three boats' crews whose names deserve a high place on the roll of honor. The first boat was manned by Dennis Ryan, James Coolin, Frank Ryan, John Blackburn and Ben Blackburn.

The second boat by James O'Brien, Michael O'Brien, P. Dollard, William Lacy and T. J. Toorg.

I regret that I have not the names of the other crew. To these men chiefly belong the credit of having, at the risk of their lives, rescued from death over four hundred souls. They, as well as several others of whose bravery I have heard, should certainly receive some record of their noble conduct.

Coming up on the Delta there were ringing high praises of the gallantry of the boats' crews already referred to, as well as of the Rev. Mr. Ancient, who rescued the perishing chief officer, Frith, and of Quartermaster Speakman, and of Owens, who first established communication with the shore. The kindness of the people of Prospect was also universally acknowledged.

The Cunard agents have had about two hundred and fifty of the wrecked passengers provided with warm clothing and personal requisites, and have also arranged to forward them to Portland on Thursday morning.

The Legislature has voted for the survivors whatever sum may be needed.

REPORT FROM BOSTON.

Boston, April 2, 1873.

The loss of the Atlantic has been quite a general topic of conversation on the street to-day, and anxiety among those who think they may have lost friends on board to learn who were lost has been intense. Among those Bostonians presumed to have been on the steamer were John S. Eldridge, Jr., and a telegram has been sent to Liverpool to learn if he sailed there, and Henry M. Wellington, a young man who has been travelling in Europe. It is known that he intended to sail on the Atlantic, but it is not known whether he was saved or not.

The report that Russell Sturgis and Franklin W. Smith were passengers by the steamer Atlantic is incorrect. They took another steamer.

AT THE LONDON AND LIVERPOOL OFFICES.

LONDON, April 2, 1873.

The announcement of the wreck of the steamship Atlantic, and the appalling loss of life caused thereby, created a profound sensation in this city and at Liverpool. The disaster is the universal topic of conversation. The offices of the agents in both cities have been thronged all the morning with people—friends of the passengers on the ill-fated steamship—all anxiously inquiring for the names of the survivors. The information sought has not yet been received from the United States, and meanwhile a feeling of most painful anxiety prevails.

TERRIBLE ACCIDENT.

Explosion of Boilers in a Planing Mill.

Four Killed and Many Wounded.

WASHINGTON, N. C., April 2, 1873.

This city was startled early this morning by a most fearful disaster. At fifteen minutes to seven o'clock a terrible explosion was heard and felt all through the city, and it soon became known that the boilers at Messrs. Colville & Company's steam sawmill, at the foot of Walnut street, had exploded. The HERALD reporter hurried to the spot, where a scene of wreck and ruin was presented to the view. About two-thirds of the mill building lay crushed and out of shape. The engine was broken while the boiler house was laid level with the ground. To the north of the spot where the house stood, and about thirty feet distant, resting on a pile of lumber and elevated at an angle of about twenty degrees was found the boiler that was nearest the pump. It is uninjured, with the exception of a hole about six or eight inches in diameter. The second of the three boilers, being that which was in the centre, was found lying in Colville & Co.'s enclosure, and against the fence that divided it from Walnut street. It had been carried a distance of about two hundred feet, all except one end, which had taken an opposite direction, passing through the mill, which it shattered, and falling in the river beyond it.

THE THIRD BOILER, which was farthest from the pump and next to the chimney, was taken up and carried through the air a distance of about four hundred and fifty feet, taking off the top of one house and the chimney of another on Nutt street, tearing fences, outhouses and trees, and finally landing in the basement of the building on Front street, occupied above by James Holt and George Williams, and below by two colored families. The basement of this building was guarded by a solid brick wall on the side facing to the mill, but this was not sufficient to stop the boiler, which was hurled over the wall and fell into the river.

AS AN ILLUSTRATION of the force with which it was thrown, it must have gone nearly on a level from its altitude as it passed over the telegraph wires on Nutt street, and but for the embankment under the house on Front street would probably have continued its course for 300 feet further. Front street is about on level with the top of the mill. This boiler must have passed broadside through the air until it reached a row of shade trees in the yard of the Colville house, where, when resistance offered by them, turned its course, and it entered the basement of the house lengthwise; otherwise the engine house would have been demolished and the accident would have been still more fearful in its results. The steam cylinder, which passed from the boiler room to the engine, was torn in half, scupper falling in the deck to the north of the mill, the other passing through the mill, shattering everything as it went, and falling on the wharf below.

THE CASUALTIES amount to three persons killed outright, one probably mortally wounded, two seriously wounded and several others more or less injured. These are as follows:—

Sam Carter, colored, the engineer, killed. He was at the engine at the time of the explosion, at work on it, and was found afterwards about ten feet distant under the fly wheel, which was broken by the concussion, horribly scalded and mangled.

George Bryant, colored, a lad about seventeen years old, employed as a millhand, had been at work there only about a week. At the time of the accident he was near the furnace door, taking some shavings to the fire, and was thrown, with the engineer, under the fly wheel. He was taken up dead.

William Taylor, colored, the fireman, was badly scalded on the face and on the left side, and it is feared that he cannot live. He was near the furnace when the explosion occurred.

Guilford Taylor, colored, the sawyer, was in the mill at the saw, and was hurt by the falling timber. He is severely injured, but not considered dangerous, scalded and bruised.

Richmond James, colored, was hauling timber through the mill. He is scalded on the face and otherwise badly injured.

Hannah Anderson, a colored girl, about fourteen years old, was killed outright. She was in an outhouse in the yard of the premises of the house on Front street, more than 400 feet distant from the mill, and was killed when the house was demolished by the engine on its extraordinary flight.

Cataline Hall, the mother of this girl, was in the room in which the boiler lodged, and was somewhat injured by the bricks that were thrown about.

Austin Farmer, colored, and his wife Esther Farmer, who were also in this room at the time, were slightly injured in the same manner.

They weighed 7,000 pounds each. They were thirty-five feet long and three feet in diameter, and had been in use at the mill about four years. They were among the newest and best equipped boilers in the city, and were generally worked under a pressure of eighty pounds. The cause of the explosion was stopped on Tuesday night as usual, and was started again at six o'clock this morning with the usual pressure, about one thousand feet of lumber having been sawed previous to the explosion. The boilers were fastened very securely in their position in the boiler room, clamped down to an iron rail and placed on rollers, so that they could be moved to be. The power of the fastenings was estimated at 40,000 pounds. The boiler room was of brick, seven feet high, the walls being three feet thick, the whole secured with iron bands.

ENGLAND.

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